SR 167 Master Plan
A planning and environmental linkage study

Equity Advisory Committee Meeting #1
February 25, 2022

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HENRY YATES           SR 167 MASTER PLAN EQUITY ADVISORY COMMITTEE FACILITATOR
LAURA LLOYD           SR 167 MASTER PLAN ENVIRONMENTAL & EQUITY ANALYSIS
LOREANA MARCIANTE    SR 167 MASTER PLAN EQUITY ANALYSIS LEAD
AMY DANBERG           SR 167 MASTER PLAN PARTNER & COMMUNITY ENGAGEMENT LEAD
Equity Advisory Committee meeting: Objectives

- Introduce the SR 167 Master Plan process
- Understand the **Vision**, **Goals**, and **Evaluation framework** for the SR 167 Master Plan
- Discuss roles and responsibilities for the Equity Advisory Committee and the SR 167 Master Plan project team/WSDOT
- Gather feedback on the community profile
- Review upcoming community engagement and opportunities for partnership
Today’s Agenda

Agenda:
• Welcome and introductions
• Study overview
• Committee roles and responsibilities
• Break
• Community profile
• Community engagement
• Next steps
SR 167 Master Plan: Study overview
SR 167 Corridor Challenges

SR 167 runs through one of the fastest growing areas in the Puget Sound Region with diverse communities and employment opportunities and expected to keep growing fast over the next 30 years.

Today the corridor experiences traffic congestion, constraints to goods movement, and lack of appropriate transportation services for vulnerable and overburdened communities, including transit, bicycle and pedestrian infrastructure.
SR 167 Master Plan legislative direction

In 2021, the Legislature reauthorized $2.88 million for the SR 167 Master Plan update.

Study Goals
• Analyze existing and future conditions
• Incorporate information from public and partner engagement
• Apply WSDOT’s Practical Solutions approach
• Identify near, medium and long-term multimodal transportation needs and strategies

Study Completion
• The SR 167 Master Plan Update will be completed in 2023.
What is a Master Plan?

• It results in a set of near, mid, and long-term investment strategies – projects that can be done quickly and have immediate benefits versus more expensive, harder to build infrastructure
  • You, the Equity Advisory Committee, will have direct involvement in advising WSDOT on these investments
• It is multimodal - highway, transit, freight, bike, pedestrian
• It is a multi-agency action plan - lots of government bodies working together
• It considers future land use, population and employment growth
• Planning and Environmental Linkages Study – integrates environmental justice in the planning step, ensuring outreach with equity populations early in the process

**Multimodal** considers all modes of transportation, or ways to move people and goods
Master Plan Vision

What is the 167 Master Plan vision:
The SR 167 Master Plan will identify near-, medium-, and long-term solutions intended to facilitate the movement of both people that travel on and across SR 167 for work, school, other essential and non-essential trips, and goods that support economic vitality. Travel along and across the SR 167 corridor will be safe, connected, resilient, and reliable. The SR 167 Master Plan will strive for practical solutions to

(a) prioritize the needs of vulnerable and overburdened communities,
(b) reduce physical barriers of the current system,
(c) support the Puget Sound Regional Council (PSRC) Regional Growth Strategy,
(d) facilitate transit and active transportation,
(e) support projected growth and land-use changes,
(f) accommodate freight movement, and
(g) reduce greenhouse gas emissions.
Master Plan Goals

What are the 167 Master Plan draft goals:

- **Equity**: Provide a range of transportation options that address the needs of vulnerable and overburdened communities.

- **Safety**: Improve existing and future safety conditions.

- **Environment**: Provide for improvements that reduce greenhouse gas emissions and limit environmental impacts.

- **Multimodal**: Transform how people and goods travel in support of the Regional Growth Strategy, focusing on Regional Growth Centers, Manufacturing and Industrial Centers and Countywide Centers through multimodal and multiagency investments, while reducing single occupancy vehicle demand and removing barriers for all modes that limit local connectivity across the corridor.

- **Mobility & Economic Vitality**: Manage mobility for local, regional, state, and inter-state trips, leveraging technology advancements, supporting economic vitality, and considering the unique needs of all travelers and modes, including freight/goods movement, active transportation, and transit.

- **Practical Solutions & State of Good Repair**: Identify strategies that are practical, implementable, and fundable in a realistic timeline considering the importance of maintaining a State of Good Repair throughout facility lifecycle.
Feedback: Vision and Goals

Do you have feedback or questions regarding the Vision or the Goals?
SR 167 Master Plan Schedule

**Phase 1:** Study planning  
Oct – Nov 2021

**Phase 2:** Existing and future conditions  
Dec 2021 – Feb 2022

**Phase 3:** Develop and screen strategies  
Jan – April 2022

**Phase 4:** Develop and evaluate multimodal scenarios  
Apr – Oct 2022

**Phase 5:** Final report  
Nov 2022 – Feb 2023

**Community and partner engagement**

- Listening Sessions: Study Area, Vision & Goals
- Equity Advisory Committee Meetings
- Open House
- Co-Creation Community Workshops
How we will use your feedback

- Our approach to the Master Plan work is to be data-driven but partner refined.
  - We will use your feedback to inform data analysis, decision-making, our process and the recommended investments.
- Example: upcoming discussion on the community profile
Roles and Responsibilities
and
Work Plan
SR 167 Master Plan - Partner and Community Engagement

Community engagement
- CBO and community briefings
- Community forum/pop-up events
- In-language and online engagement
- Online survey, co-creation workshop

Equity Advisory Committee
- Planning and Environmental Linkages Environment Resource Agencies

Technical Advisory Committee
- Policy Advisory Committee

Legislature/Governor
- WSDOT oversight committee

Muckleshoot Indian Tribe
- Puyallup Tribe of Indians
Equity Advisory Committee roles and responsibilities

- Attend and participate in meetings through spring 2023.
- Review and consider background materials in advance of meetings and come prepared with questions and comments.
- Engage in positive, productive communication with other Equity Advisory Committee members and project staff. Recognize that others’ input is valid, even if you do not agree.
- Strive for group consensus. If it is not possible for the group to consent on recommendations, the meeting summary will document opposing opinions.
- Keep your organization’s members, staff, and constituents informed and solicit input for use in SR 167 Master Plan discussions in advance of meetings.
Commitments

The SR 167 Master Plan is a charter moment for community leaders to participate in the planning process to ensure planning is equitable for marginalized and underrepresented community members, environmental justice initiatives, and transportation initiatives.

Community leaders will inform the community members that they support during the study process to boost public awareness and promote diverse-and-inclusive community engagement outreach facilitated by WSDOT.

• Up to 6 meetings through January 2023
• Meeting Length: up to two hours per meeting
• Meeting agenda & materials will be shared one-week in advance of Equity Advisory Committee meetings
• We’re available to meet with you and your community-based organization outside of the Equity Advisory Committee meetings
• Stipend for the Equity Advisory Committee members
Elevating equity – our approach

Step 1: Listen
- Listening Sessions with CBOs

Step 2: Data exploration
- Demographic, Health Disparities, Mobility Patterns, etc.
- Community engagement plan

Step 3: Refine Insights
- Engage Equity Advisory Committee #1

Step 4: Co-create
- Collaborate with priority communities to refine solutions
- Engage Equity Advisory Committee #2
- Engage Equity Advisory Committee #3

Step 5: Evaluation
- Evaluate scenarios on equity metrics
- Engage Equity Advisory Committee #4

Step 6: Recommendations
- Final solution prioritizes equity
- Engage Equity Advisory Committee #5

Phase 1: Study planning
- Oct – Jan 2022

Phase 2: Existing and future conditions
- Dec 2021 – Feb 2022

Phase 3: Develop and screen strategies
- Jan – Mar 2022

Phase 4: Develop and evaluate multimodal scenarios
- Apr – Oct 2022

Phase 5: Final report
- Nov 2022 – Feb 2023

Equity-focused community co-creation workshops
- June-August
Proposed meeting schedule for EAC

Meeting 1
February
- Review and discuss committee roles and responsibilities
- Review vision and goals
- Introduce community profile
- Review and discuss community engagement

Meeting 2
April
- Introduce evaluation criteria
- Define scenario principles
- Review and discuss equity analysis
- Review and discuss community engagement

Meeting 3
June
- Review and discuss screened projects/strategies

Meeting 4
September
- Review and discuss scenario alternatives
- Review and discuss scenario analysis
- Evaluate scenarios on equity metrics

Meeting 5
November
- Present refined scenarios
- Final recommendations

Do you have questions, concerns, feedback?
Study area and community profile
SR 167 Final Study Area
Feedback: Demographic Mapping

- Do you have any questions about the data?
- Do you see gaps in the data?
- Is the data not highlighting an important need that is not readily apparent?
- Do you agree the barriers we listed are reflective of what each population group may face?
## Summary of Demographic Topics

<table>
<thead>
<tr>
<th>Demographic Topic</th>
<th>Study Area</th>
<th>Puget Sound Region</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Population</td>
<td>660,400</td>
<td>4,137,205</td>
</tr>
<tr>
<td>Low-Income Population</td>
<td>25%</td>
<td>20%</td>
</tr>
<tr>
<td>Minority Population</td>
<td>43%</td>
<td>36%</td>
</tr>
<tr>
<td>Limited English Proficiency Population</td>
<td>11%</td>
<td>8%</td>
</tr>
<tr>
<td>Foreign Born Population</td>
<td>19%</td>
<td>18%</td>
</tr>
<tr>
<td>Population with a Disability</td>
<td>11%</td>
<td>11%</td>
</tr>
<tr>
<td>Cost Burdened Households</td>
<td>34%</td>
<td>33%</td>
</tr>
<tr>
<td>Households without a Vehicle</td>
<td>6%</td>
<td>8%</td>
</tr>
<tr>
<td>Owner-Occupied Households</td>
<td>60%</td>
<td>61%</td>
</tr>
<tr>
<td>Renter-Occupied Households</td>
<td>40%</td>
<td>39%</td>
</tr>
<tr>
<td>Single-Parent Families</td>
<td>27%</td>
<td>22%</td>
</tr>
<tr>
<td>Youth Population</td>
<td>24%</td>
<td>22%</td>
</tr>
<tr>
<td>Senior Population</td>
<td>12%</td>
<td>13%</td>
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</tbody>
</table>
Total Population

### Total Population

<table>
<thead>
<tr>
<th>Study Area</th>
<th>Puget Sound Region</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>660,400</td>
</tr>
<tr>
<td>Average by Block Group</td>
<td>1,720</td>
</tr>
<tr>
<td>Range by Block Group</td>
<td>280 – 6,539</td>
</tr>
</tbody>
</table>

**North of SR 18:**
- 300,151 People

**SR 18 to SR 410:**
- 147,366 People

**South of SR 410:**
- 212,883 People

**Total Population Study Area Puget Sound Region**
- 660,400 People
- 4,137,205 People
Low-Income Population: People living below 200% of the Federal Poverty Level
(Approximately $55,000 household income for a family of four with two children under 18 in 2021)

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<thead>
<tr>
<th>Summary</th>
<th>Study Area</th>
<th>Puget Sound Region</th>
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</thead>
<tbody>
<tr>
<td>Average by Block Group</td>
<td>25%</td>
<td>20%</td>
</tr>
<tr>
<td>Percent Range by Block Group</td>
<td>0 – 69%</td>
<td>N/A</td>
</tr>
</tbody>
</table>

North of SR 18: 29%
SR 18 to SR 410: 23%
South of SR 410: 20%
Minority Population (People of Color)

 Minority Populations (People of Color): Individuals who report as a racial group other than white-only (non-Hispanic/Latino), some other race or two or more races.

Data Calculation: Total population minus White-only populations

<table>
<thead>
<tr>
<th>Summary</th>
<th>Study Area</th>
<th>Puget Sound Region</th>
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</thead>
<tbody>
<tr>
<td>Average by Block Group</td>
<td>43%</td>
<td>36%</td>
</tr>
<tr>
<td>Percent Range by Block Group</td>
<td>0 – 94%</td>
<td>N/A</td>
</tr>
</tbody>
</table>

North of SR 18: 56%
SR 18 to SR 410: 35%
South of SR 410: 29%

Number of People

<table>
<thead>
<tr>
<th>White</th>
<th>Black or African American</th>
<th>American Indian and Alaska Native</th>
<th>Asian</th>
<th>Native Hawaiian and Other Pacific Islander</th>
<th>Other</th>
<th>Two or More Races</th>
<th>Hispanic or Latino</th>
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0 100,000 200,000 300,000 400,000

North of SR 18
SR 18 to SR 410
South of SR 410
Limited English Proficiency Population: People 5 or Older speaking English less than “very well”

North of SR 18: 18%
SR 18 to SR 410: 7%
South of SR 410: 4%

Summary

<table>
<thead>
<tr>
<th>Study Area</th>
<th>Puget Sound Region</th>
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</thead>
<tbody>
<tr>
<td>Average by Block Group</td>
<td>11%</td>
</tr>
<tr>
<td>Percent Range by Block Group</td>
<td>0 – 62%</td>
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</tbody>
</table>

Languages:
- Spanish
- French, Haitian, or Cajun
- German or other West Germanic languages
- Russian, Polish, or other Slavic languages
- Other Indo-European languages
- Korean
- Chinese (incl. Mandarin, Cantonese)
- Vietnamese
- Tagalog (incl. Filipino)
- Other Asian and Pacific Island languages
- Arabic
- Other and unspecified languages
Foreign Born Population

Summary Study Area Puget Sound Region
- Average by Block Group: 19% (18%)
- Percent Range by Block Group: 1 – 65% (N/A)

- North of SR 18: 29%
- SR 18 to SR 410: 12%
- South of SR 410: 9%

Foreign Born People - Citizenship
- North of SR 18
  - Foreign Born Naturalized U.S. Citizen
  - Foreign Born not U.S. Citizen

Foreign Born People – Place of Birth
- North of SR 18
  - Europe
  - Asia
  - Africa
  - Oceania
  - Latin America
  - North America

Summary
- Average by Block Group
- Percent Range by Block Group
Persons with a Disability

**Persons with a Disability**: Non-institutionalized civilian population 5 or older with a mental or physical impairment

**Summary**

<table>
<thead>
<tr>
<th>Study Area</th>
<th>Puget Sound Region</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average by Block Group</td>
<td>11%</td>
</tr>
<tr>
<td>Percent Range by Block Group</td>
<td>5 – 31%</td>
</tr>
</tbody>
</table>
Cost-Burdened Households

Summary Study Area Puget Sound Region

Average by Block Group
34% 33%

Percent Range by Block Group
0 – 76% N/A

SR 18
SR 18 to SR 410
South of SR 410

Cost-Burdened Households: Households spending at least 30% of income on housing costs

Number of Households

North of SR 18
SR 18 to SR 410
South of SR 410

Cost Burdened Households
Non-Cost Burdened Households

Summary
Study Area     Puget Sound Region
Average by Block Group     34%     33%
Percent Range by Block Group     0 – 76%     N/A
Rented versus Owned Homes

Summary Study Area Puget Sound Region

60% Owned Homes
40% Rented Homes

61% Owned Homes
39% Rented Homes

SR 18
SR 410
North of SR 18:
46% Rented Homes

SR 18 to SR 410:
42% Rented Homes

South of SR 410:
29% Rented Homes

Owner-Occupied Housing Units by Race / Ethnicity

North of SR 18
SR 18 to SR 410
South of SR 410

Summary

<table>
<thead>
<tr>
<th>Study Area</th>
<th>Puget Sound Region</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average by Block Group</td>
<td>60% Owned Homes</td>
</tr>
<tr>
<td></td>
<td>40% Rented Homes</td>
</tr>
</tbody>
</table>
### Households without a Vehicle Available

#### Summary

**Study Area:** Puget Sound Region

### Average by Block Group
- **6%**

### Percent Range by Block Group
- **0 – 48%**

#### Study Area

<table>
<thead>
<tr>
<th>Area</th>
<th>Number of Households without a Vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>North of SR 18</td>
<td>8%</td>
</tr>
<tr>
<td>SR 18 to SR 410</td>
<td>6%</td>
</tr>
<tr>
<td>South of SR 410</td>
<td>4%</td>
</tr>
</tbody>
</table>

#### Renters vs. Owners

<table>
<thead>
<tr>
<th>Number of Renters</th>
<th>Number of Owners</th>
</tr>
</thead>
<tbody>
<tr>
<td>32</td>
<td>32</td>
</tr>
</tbody>
</table>

#### Color Legend

- **Light Green** for Renter-Owned households without a Vehicle
- **Light Purple** for Owner-Owned households without a Vehicle

#### Map

- The map highlights different regions with varying percentages of households without a vehicle, as indicated by the color legend.

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**Note:** The map and chart illustrate the distribution of households without a vehicle across different regions, with specific percentages provided for each area.
Other Demographic Topics

### Single-Parent Families

- **North of SR 18**
  - Single-Parent Family: 27%
  - Non Single-Parent Family: 22%
- **SR 18 to SR 410**
  - Single-Parent Family: 24%
  - Non Single-Parent Family: 12%
- **South of SR 410**
  - Single-Parent Family: 22%
  - Non Single-Parent Family: 13%

### Youth and Senior Populations

- **North of SR 18**
  - Youth (under 18): 24%
  - Adult (18 - 64): 12%
  - Senior (65 or older): N/A
- **SR 18 to SR 410**
  - Youth (under 18): 22%
  - Adult (18 - 64): 13%
  - Senior (65 or older): 22%
- **South of SR 410**
  - Youth (under 18): 23%
  - Adult (18 - 64): 12%
  - Senior (65 or older): 13%

### Summary

<table>
<thead>
<tr>
<th>Overview</th>
<th>Study Area</th>
<th>Puget Sound Region</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Average by Block Group</strong></td>
<td>27%</td>
<td>22%</td>
</tr>
<tr>
<td><strong>Percent Range by Block Group</strong></td>
<td>0 – 90%</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Average by Block Group</strong></td>
<td>24% Youth, 12% Senior</td>
<td>22% Youth, 13% Senior</td>
</tr>
<tr>
<td><strong>Percent Range by Block Group</strong></td>
<td>0 – 48%</td>
<td>N/A</td>
</tr>
</tbody>
</table>
WA DOH Environmental Health Disparities Ranking
<table>
<thead>
<tr>
<th>Potential Mobility Barrier</th>
<th>Context</th>
</tr>
</thead>
<tbody>
<tr>
<td>Long Commute Time</td>
<td>Lack of affordable housing or not having a vehicle can result in a longer commute.</td>
</tr>
<tr>
<td>Lack of Vehicle Ownership</td>
<td>People that do not have a vehicle available have less transportation options and potentially longer commute times.</td>
</tr>
<tr>
<td>High Travel Costs</td>
<td>People with less transportation options or longer distances to travel may have high travel costs. High travel costs can also relate to the proportion of income someone spends on travel and amount of income left over after paying for housing costs.</td>
</tr>
<tr>
<td>Technology Adaption</td>
<td>People that do not own a smartphone or are find difficulty navigating new technologies may miss opportunities for new mobility options and services.</td>
</tr>
<tr>
<td>Transportation Information Unavailability</td>
<td>Lack of internet or a smart phone with data service can make it difficult to locate or receive information relating to transportation such as transit schedules.</td>
</tr>
<tr>
<td>No Bank Account</td>
<td>Not having a bank account can be a barrier to paying transit fares or other electronic payments for transportation.</td>
</tr>
<tr>
<td>Access to Transportation Services</td>
<td>Unequal access to transportation facilities and services (including public transit, bike-share, sidewalks) can make it more difficult to access essential destinations such as grocery stores, schools, and medical facilities.</td>
</tr>
<tr>
<td>Time Constraints</td>
<td>Longer commute times, having to make multiple trips or having multiple jobs can be a burden on personal time.</td>
</tr>
<tr>
<td>Safety Concerns</td>
<td>Physical barriers such as lack of sidewalks, crosswalks, or bike lanes and greater potential for vehicle crashes as well as social factors such as crime, lack of street lighting or lighting and other safety measures at bus stops can cause safety concerns.</td>
</tr>
<tr>
<td>Unreliable Transit Service</td>
<td>Long wait times and inconsistent or unreliable transit service can create a barrier to reaching destinations on time.</td>
</tr>
<tr>
<td>Transportation Facility Design</td>
<td>Lack of curb ramps, even sidewalks, transit stations without weather protection or seating can create transportation barriers.</td>
</tr>
<tr>
<td>Physical Condition Limitations</td>
<td>Some populations such as seniors and persons with a disability may have physical needs that could limit abilities to use a personal vehicle or transit.</td>
</tr>
</tbody>
</table>
Transportation themes gathered from CBO Listening Sessions
What we heard so far from community-based organizations

• Better transit access and safety
  o Current transit options do not serve Black, Indigenous, and People of Color and low-income community members.
  o More direct routes with less commuting time.
  o Better access to the second bus/shuttle riders need between their homes and the main bus routes along the corridor.
  o Many riders rely on family/friends for a ride to the main route.
  o Getting to the corridor bus stops is a barrier.
  o More access to on-call shuttle vans/buses that are operated by transportation agencies, such as Metro.
  o More east-west bus access and connections

• Provide accessible information
  o Resources are not always translated in the spoken language or are partially translated.
  o Many CBOs say their members, especially seniors, do not use the latest technology (smart phones) or have access to internet.

• Community needs go beyond transportation
  o People’s basic needs are not being met
  o Many people lack internet at home

• Prioritize CBO engagement
  o CBOs are trusted resources with cultural significance and are central to the community.

CBO input from:
• Center for Independence
• Asian Counseling & Referral Service
• IDIC Filipino Senior & Family Services
• Somali Community Services of Seattle
• Tilth Alliance
• Renton Inclusion Task Force
• ForeverGreen Trails
• Futurewise
• Atlantic Street Center
• Low Income Housing Institute
• Sea Mar Community Health Centers
Due to gentrification, the people that we support are moving further and further south - Renton, Kent, Federal Way, and even much further south to Spanaway. - Atlantic Street Center

The public transportation piece is the biggest issue for our residents. - Low Income Housing Institute

We have people who take the bus to the Somali Community Services of Seattle from Kent— it’s a one-to-two-hour commute. It is really challenging to commute. – Somali Community Services of Seattle

Local transportation access is a challenge. There is a need to improve accessibility surrounding the transit stations, including improved pathways. - Center for Independence

It is hard for the elderly to get around to do their errands and accomplish their needs. Some members will carpool together. – Filipino Senior & Family Services

Serving the most people does not always mean serving the most vulnerable people. - Asian Counseling and Referral Service

Access to restrooms on public transit is a public health issue, people taking 2-3 routes at a time without access to a restroom. – Renton Inclusion Task Force
Access to food and ability to produce food; transportation access to community gardens; and transportation access for healthcare needs are the biggest issue for the people we support.
- Tilth Alliance

The biggest transportation need is understanding how tolling gentrifies communities; and understanding the unintended consequences of living in and around the reservation.
- Puyallup Tribe of Indians

A common reason for driving to work is that the public transportation network is not robust enough to commute from home to the clinic locations – there are too many bus route transfers required in each direction.
- Sea Mar Community Health Centers

The civic infrastructure in Algona and Pacific are lacking. They do not have nongovernmental organizations with staff in those cities that represent those communities... As we see migration patterns, it adds to that lack of infrastructure there.
- Futurewise

Trails are a great way to bolster the economy... The biggest issues that community members are facing related to our organization are accessibility, safety, etc. Safety is more and more an issue.
- ForeverGreen Trails
Feedback opportunity

What are your thoughts on the overarching key themes gathered from the Listening Sessions with the CBOs?

• Any items missing from the list of key transportation themes?
• Any errors or misquotes?
Community Engagement
**Engagement six-month look-ahead**

**Community engagement**
- Launch online open house – March
- In-person open house/online town hall – April
- Co-creation workshops – June – August

**Partner engagement**
- Equity Advisory Committee Meeting #1 – February 25
- Technical Advisory Committee Meeting #3 – Late March
- Equity Advisory Committee Meetings #2 – April
- Policy Advisory Committee Meeting #3 – April
- Ongoing briefings

**Engagement by the numbers**
- 12 CBO listening sessions
- 2 local jurisdiction meetings
- 2 freight partner meetings
- 2 transit partner meetings
- 1 Puyallup Tribe of Indians listening session
- 1 business community meeting including 5 chambers of commerce

**Over 65 organizations engaged**
The SR 167 Master Plan details are shared on the WSDOT website.

- Background
- Timeline
- Funding
- Outcomes
- Contacts

https://wsdot.wa.gov/construction-planning/search-studies/sr-167-master-plan

We welcome you to share this website.
Translated resources and interpreters at events

Translated languages, as needed, for effective communications:

- Chinese (simplified)
- Russian
- Spanish
- Tagalog
- Somali
- Vietnamese

- Equity Advisory Committee meeting summaries
- Online Open Houses
- In-person Open Houses, COVID-19 permitting
- Print and Digital Resources
Next Steps

Equity Advisory Committee Meeting #2
• Review evaluation framework
• Confirm priority equity areas
• Discuss scenario principles
• Community engagement update

Planning for online open house
• Help promote online open house to community members
April Delchamps, AICP  
Planning Manager  
(206) 305-9479  
DelchaA@wsdot.wa.gov

Chris Breiland, PE  
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Amy Danberg  
SR 167 Master Plan Communications  
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Questions?